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ABSTRACT

A survey of State departments of education and colleges and universities, conducted by the Motorcycle Industry Council Safety and Education Foundation, revealed the need for more teacher education programs, instructional materials, and organized workshops that promote motorcycle safety education. The primary interest indicated by State departments of education was in curriculum guidelines, program planning and administration, instructional materials, and teacher qualifications. Although nearly all States report some material already available, there is wide agreement on the need for development of additional instructional material. Sixty-five percent of the respondents felt that motorcycle safety education, during the last three years, has become more acceptable as a school responsibility. Responses from 122 colleges and universities revealed similar primary interests. A shortage of qualified motorcycle education teachers appears to be a restrictive factor in developing programs in colleges and secondary schools. Increased emphasis on motorcycle safety is being planned in 60 percent of the colleges. However, the respondents showed wide differences of opinion on predicting the future of motorcycle safety during the next five years. (EA)

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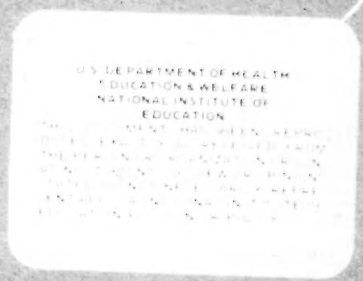
MOTORCYCLE SAFETY EDUCATION PROGRAMS

Report of a Survey of
State Departments of Education
and of
Colleges and Universities



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RECOMMENDATIONS

Based upon the results of the survey of state departments of education and of colleges and universities, the following recommendations are offered for consideration by the Foundation:

Promote teacher education programs in motorcycle safety education.

A lack of qualified teachers is a significant factor in the development of programs in the schools. State departments of education and colleges and universities expressed the need for more emphasis in this area. As a result of these conditions, a favorable climate exists for the development and expansion of such programs.

Contribute to the preparation of curriculum guides and instructional materials for use by teachers.

The evidence of need is convincing.

Organize workshops for teachers, supervisors, state department of education personnel, and civic leaders as part of a public service program in motorcycle safety education.

A growing community interest in motorcycle safety education as a school responsibility requires action.

Provide information on motorcycle safety education for the many educators who obviously need this service.

All respondents to this survey asked that their names be included on the Foundation's mailing list.

Promote and support experimental programs in motorcycle safety education in selected school systems.

Such projects would serve to provide curricular patterns or guidelines.

STATUS OF MOTORCYCLE SAFETY EDUCATION AS REPORTED BY STATE DEPARTMENT OF EDUCATION PERSONNEL

"CONCLUSIONS"

On the basis of responses from 47 State Departments of Education and the District of Columbia (Florida report arrived too late for inclusion in computer retrieval -- no response from North Carolina and Utah), the following conclusions regarding motorcycle safety education emerge:

Virtually all State Department of Education safety personnel see a need for increasing their own knowledge of motorcycle safety education. They would welcome opportunities for attendance at workshops designed to meet their needs. Their primary interest is in curriculum guidelines, program planning and administration, instructional materials, and teacher qualifications. They want to receive materials and information relating to motorcycle safety education. Most see motorcycle safety education as having become more acceptable as a school responsibility during the last three years although a sizeable percentage disagree.

Nearly half of the states currently have guidelines and policies for motorcycle safety education programs and all but a few states make curriculum guidelines available to schools.

There is wide agreement on the need for the development of additional instructional material though nearly all states report some material already available.

There is a trend toward increased state department of education emphasis on motorcycle safety education.

Motorcycle safety instruction when offered in high schools is, for the most part, a part of the driver education course and, typically, limited to classroom instruction. Some schools do offer separate courses and some provide for on-cycle experience. Practice ranges are beginning to appear although most range instruction is conducted on modified multiple-car ranges.

There is no evidence of state level funding for the specific purpose of motorcycle safety education.

Little research in motorcycle safety education has been conducted by state departments of education during the last five years.

Some attention to motorcycle safety education by colleges and universities was indicated by over one-half the reporting states.

There is a shortage of qualified motorcycle safety education teachers and this fact may be slowing the development of motorcycle safety education programs.

Few states require special certification in motorcycle safety education.

Civic, business, and educational group interest in motorcycle safety education is evident in about one-half the states.

Industry support is available through local motorcycle distributorships.

Assistance from the Motorcycle Industry Council Safety and Education Foundation is needed in a variety of areas with heavy emphasis on teacher preparation, instructional materials, curriculum guidelines, and acceptability of motorcycle safety education in school.

"FACTUAL ANALYSIS"

(48 questionnaires returned)

1. Workshop: A workshop on motorcycle safety education would be attended by:

   -- 14 percent of the respondents regardless of cost or location

   -- 85 percent depending on cost and location

   The topics of greatest interest for workshops are:

   -- Curriculum guidelines 83 percent

   -- Administration and planning 81 percent

   -- Instructional materials 75 percent

   -- Teacher qualifications 75 percent

   Of less urgency but listed as interests:

   -- Costs

   -- Instructional equipment

   -- Community support

   -- Traffic problems

   -- Student performance criteria for classroom and laboratory phases

   -- Safety factors in instruction

   -- Insurance availability

   -- Scheduling of instruction

2. Mailing List: All of the respondents would like to be placed on the mailing list of the Foundation for materials and information relating to motorcycle safety education.

3. Acceptability: Sixty-five percent of the respondents indicated that motorcycle safety education has become more acceptable as a school responsibility during the last three years. The following listing is representative of comments received:

-- More inquiries received from high school principals
-- Parents want schools to offer motorcycle safety instruction
-- Increasing requests for instructional materials
-- Pending state legislation
-- Increased use of motorcycles
-- Motorcycle education programs increasing in schools
-- Schools realize need
-- Increasingly recognized as part of the transportation system.

Comments from those who indicated that motorcycle safety education has not become more acceptable during the last three years (32 percent) are as follows:

-- Very little thought given to motorcycle education
-- No public request for it
-- Opposition from school administrators
-- Curriculum already too crowded
-- Schools do not want the added responsibility
-- State law requiring motorcycle education revoked 1/73 (one state)
-- On-cycle instruction is not acceptable; classroom phase is acceptable.

4. State Guidelines: Guidelines and policies for motorcycle safety education programs are available from 23 percent of the state departments of education.

5. Curriculum Guides: Motorcycle safety education curriculum guides are available from 44 percent of the state departments of education. Of this number:

-- 33 percent indicated that motorcycle education is integrated within the driver education curriculum guide

-- 21 percent have a separate motorcycle safety education curriculum guide.

Forty-six percent of the respondents did not answer this question on separate or integrated courses.

6. Instructional Materials: Films pamphlets, and some other materials are available from 46 percent of the departments.

Ninety-eight percent of the respondents expressed a need for the development of additional instructional materials.

Fifty-two percent reported that committees are currently working on instructional materials for use by teachers of motorcycle safety education.

7. Future Plans: Increased emphasis on motorcycle safety education was indicated by 79 percent of the respondents. Almost half of the state departments of education are planning to use NHTSA/402 funds.

8. Schools in state: Motorcycle safety instruction is offered in some high schools.

-- Instruction is offered within the driver education curriculum in 5,442 schools as reported by 25 state departments of education.

-- Separate courses in motorcycle safety instruction are provided in 75 schools as reported by 16 state departments.

-- Only classroom instruction is offered in 4,315 schools as reported by 19 state departments.

-- Laboratory or motorcycle rider education (on-cycle experience) is offered in 107 schools as reported by 24 state departments of education.

9. Facilities in Schools: A few schools (5) were reported to have separate ranges for motorcycle rider education and 17 schools were reported as using modified multiple-car ranges for this purpose.

10. Funding: No state department reported specific funding for motorcycle safety education while 15 percent indicated that existing funding is provided as part of the driver education program.

11. Research: Research in motorcycle safety education by state departments was quite limited during the past five years. Only 13 percent indicated research projects in such areas as:

-- Materials and media availability

-- A look at minimum requirements for psycho-motor development for entry level proficiency

-- Teacher training (in cooperation with AAA).

12. Colleges and Universities: Fifty-two percent of the state departments listed colleges and universities in their respective states which offered motorcycle safety education courses. No response on this topic was received from 48 percent of the reporting state departments of education.

13. Teachers: An insufficient number of qualified teachers for motorcycle safety instruction was reported by 69 percent of the state departments of education. About one-half (52 percent) of the respondents felt that the shortage was a factor in slowing the development of motorcycle safety programs in colleges and secondary schools.

14. Certification: Teachers of motorcycle safety education in 85 percent of the states are not required to have a special motorcycle endorsement on their teaching certificate.

15. Civic Interest: Half of the 48 respondents indicated that civic, business, and educational groups are actively concerned about motorcycle safety as an integral part of the larger concern of traffic safety. Some of the concerned organizations are:

-- State Highway Safety Council
-- Local safety clubs
-- Junior Chamber of Commerce
-- City police departments
-- Motorcycle clubs
-- Motor Sports, Inc.
-- Motorcycle dealers associations
-- YMCA (mostly with mini-bikes)
-- Local civic organizations
-- Insurance companies
-- Boy Scouts
-- Motorcycle Industry Council
-- Highway Safety Commission
-- State driver education associations.

16. Industry Support: Thirty-five state departments of education indicated that the motorcycle industry had offered to make available, without charge to school systems, cycles for use by students in educational programs.

17. Motorcycle Foundation Services: Need for assistance was reported as follows:

	Number of Respondents	Percent
Curriculum guidelines	40	87.0
Instructional materials	42	91.3
Textbooks	31	67.4
Technical information	27	58.7
Information on the legal aspects of operation	31	67.4
Funding of instructional programs	35	76.1
Teacher Preparation	42	91.3
Training facilities	35	76.1
Accident investigation and reporting	25	54.3
Acceptability of motorcycle education in the schools	37	80.4
Other (Listed under "other" were insurance, funds, and help in evaluating a simulation system.)	3	6.5
Total	46	
No Response	2	4.2

Teacher preparation, instructional materials, and curriculum guidelines lead the assistance list. The high frequencies of other items show the need for a wide variety of assistance in motorcycle safety education programs.

STATUS OF MOTORCYCLE SAFETY EDUCATION AS REPORTED BY COLLEGE AND UNIVERSITY PERSONNEL

"CONCLUSIONS"

On the basis of responses from 122 colleges and universities, the following conclusions regarding motorcycle safety education emerge:

A sizeable majority of college and university safety personnel see a need for increasing their knowledge in motorcycle education. They would welcome opportunities for attendance at workshops designed to meet their needs. Their primary interest is in curriculum guidelines, administration and planning, instructional materials, and procedures for obtaining instructional equipment.

They want to receive materials and information relating to motorcycle safety education.

Most see motorcycle safety education as having become more acceptable as a school responsibility during the last three years although a sizeable percentage disagree.

Civic, business, and educational groups have indicated an active concern for motorcycle safety education in the states of about one-half of the responding institutions.

Most teacher preparation programs reported include motorcycle safety education experience within their curricula. It is a part of the driver education course in about one-half of the institutions while a few report special courses in motorcycle safety education. Some rider education (on-cycle experience) is provided.

Some students preparing for traffic safety education careers request classroom instruction in motorcycle safety education. Others want on-cycle experience, but most prospective teachers seek both types of experiences.

Whether an institution offers classroom only, laboratory (on-cycle experience), or both, the number of students involved does not usually exceed 25. When more than 25 students are involved, it is typically a "classroom only" experience.

Instructional materials for motorcycle safety education, i.e., films, pamphlets, etc. are available from about 1/3 of the colleges and universities. Nearly all of the institutions feel there is a need for development of such materials. Some materials are currently being developed by committee or educational groups. Generally, with the exception of a few state departments, production of materials has been limited to the motorcycle industry

Nearly two-thirds of the reporting institutions plan increased emphasis on motorcycle safety education. Workshops are mentioned most frequently while some attention is in the direction of in-service programs, procurement of facilities and equipment, additional courses, and seminars.

Relatively few institutions have conducted motorcycle safety education research within the past five years. Such research as has been conducted covers a broad range of topics.

A shortage of qualified motorcycle safety education teachers is a factor in inhibiting the development of motorcycle safety education programs in colleges and secondary schools.

Few secondary schools provide driving ranges for motorcycle rider education. Those that exist are typically modifications of multiple-car ranges.

Relatively few of the reporting institutions were able to identify outstanding secondary school safety education programs.

There is evidence that the motorcycle industry makes vehicles available without charge to school systems for use by students but about one-half of the reporting institutions were unaware of such availability.

Assistance from the Motorcycle Industry Council Safety and Education Foundation to colleges and universities would be useful in a variety of areas, particularly in instructional materials, teacher preparation, and curriculum guidelines.

Wide differences of opinion exist on what will be the future of motorcycle safety education during the next five years.

"FACTUAL ANALYSIS"

(122 questionnaires returned)

1. Workshop: A workshop on motorcycle safety education would be attended by:

   -- 7 percent of the respondents regardless of cost or location

   -- 82 percent depending on the cost and location

   The topics of greatest interest for workshops are:

-- Curriculum guidelines	74 percent
-- Administration and planning	71 percent
-- Instructional materials	69 percent

-- Procedures for obtaining instructional equipment — 61 percent

Other interests are:

-- Cost of the program — 42 percent

-- Place of the motorcycle in the traffic system — 44 percent

-- Teacher qualifications — 55 percent

-- Community involvement — 26 percent

Additional interests offered by the respondents:

-- Off-road use of cycles

-- On-cycle techniques for teachers

-- Insurance

-- Task analysis approach to instruction

-- Leasing and loans of cycles

-- Laboratory instruction

2. Mailing List: All respondents would like to be placed on the mailing list of the Foundation to receive materials and information relating to motorcycle safety education.

3. Acceptability: Seventy-three percent of the respondents indicated that motorcycle safety education has become more acceptable as a school responsibility during the last three years. Supportive comments included:

-- Reduction in fear of parent reaction

-- Increase in course offerings

-- Increased number of youthful riders

-- More schools now planning programs

-- State legislative mandate

-- License requirement has increased attention to motorcycle safety

-- Driver education teachers see need

-- Accidents emphasize need

-- Part of total traffic safety program

-- More graduate student interest in motorcycle safety education

-- Educators have accepted need for motorcycle safety education

-- Federal standards

-- State department getting behind program

-- More emphasis in driver education curriculums

-- More school administrator inquiries on program development

Twenty-one percent indicated that motorcycle safety education had not become more acceptable as a school responsibility during the past three years. Their comments were:

-- Given token lip service in most curriculums

-- Antagonism against motorcycles still exists

-- Seems not to be the responsibility of any group

-- State department has not shown much interest

-- Schools are not sufficiently interested

-- Schools too busy "counting lunch money and filling out forms" to consider motorcycle safety

-- Never hear much about it

-- Only isolated involvement on part of schools

-- Difficulty in getting insurance for instructors and students.

4. Civic Interest: Active civic concern with motorcycle safety education as an integral part of the larger concern of traffic safety was indicated by 52 percent of the respondents. Some of the concerned civic, business, or educational groups are:

   -- State departments of education
   -- High school and college driver education associations
   -- Motorcycle dealers associations
   -- Clubs: Lions, Rotarians, Jaycees, Pilot, Shrine
   -- Motorcycle Industry Council
   -- Park and Recreation Association
   -- Cycle Conservation Club
   -- State driver and traffic safety education associations
   -- Automobile associations
   -- Motorcycle clubs
   -- Department of Motor Vehicles
   -- 4 H clubs
   -- American Automobile Associations
   -- County motorcycle associations
   -- Insurance Agents Association
   -- State highway departments
   -- Governor's Highway Safety Administration
   -- Junior Chamber of Commerce

5. Instruction: Teacher preparation programs in 66 percent of the colleges and universities include motorcycle safety education experiences.

Instruction is integrated into a driver education course in 54 percent of the colleges, and in 12 percent it is offered as a separate course.

Thirty-four percent of the institutions did not respond to this part of the question.

Instruction includes rider education (on-cycle experience) in 25 percent of the colleges.

6. Student Demand: Fifty-eight percent of the institutions indicated a demand for motorcycle safety education experiences by students preparing for careers in traffic safety education.

Twenty-nine percent responded that students desired both on-cycle experience and classroom instruction. The greatest concern in 17 percent of the colleges was for classroom instruction, and in 13 percent it was on-cycle experience.

7. Number of Students: During the 1972-73 school year, 804 prospective teachers received both classroom and laboratory (on-cycle) experiences in motorcycle safety education from 22 reporting colleges and universities. Fifty-three institutions provided "classroom only" instruction to 3,147 prospective teachers. Five institutions reported offering "laboratory only" instruction (on-cycle) to 139 prospective teachers.

8. Instructional Materials: Films, pamphlets, etc. are available from 34 percent of the colleges.

An examination of the listings of available instructional materials shows that very little has been done to produce educational materials, except by the motorcycle industry. A few of the state departments have limited materials.

Ninety-three percent of the colleges expressed a need for the development of instructional materials.

Twenty-nine percent indicated that committees or educational groups were currently working on instructional materials for use by teachers of motorcycle safety education. Fifty percent of the respondents did not know whether any groups were working on instructional materials.

9. Future Plans: Increased emphasis on motorcycle safety education is being planned in 60 percent of the colleges. Areas of interest include:

	Percent
-- Workshops	70
-- Seminars	26
-- Additional courses	28
-- In-service programs	41
-- Procurement of facilities and equipment	29
-- Increased staff	8
-- Other	17

Under "other" were listed:

-- Greater emphasis in driver education course

-- Inclusion of an on-cycle unit in new multi-phase course

-- Gathering of information on motorcycle

-- Increased time to classroom instruction

10. Research: Eighty-six percent of the colleges have not conducted any research in any aspect of motorcycle safety education during the past five years.

Six percent have conducted research in such areas as:

-- Behavior of cyclists

-- Media development

-- On-cycle time requirement

-- Fatal and non-fatal accidents

-- Teaching techniques and organization

-- Survey to determine whether a need existed for motorcycle safety education programs

-- Survey of literature dealing with accident growth and prevention

-- Testing

11. Teachers: Seventy percent indicated there is an insufficient number of qualified teachers in motorcycle safety education. This is a major factor in inhibiting the development of motorcycle safety education programs on both the college and secondary school levels.

12. Certification: Seventy-one percent of the respondents report that a special motorcycle endorsement is not required for teachers of "on-cycle" experience. Nineteen percent failed to respond on this point and nine percent said such endorsement was required.

Note: In retrospect, the investigators question the value of the question which elicited these data.

13. Facilities in Schools: Very few secondary schools provide a driving range for motorcycle safety education. Where ranges are provided they are usually a modification of a multiple-car range.

14. Outstanding Programs: Whether or not there are any secondary schools with particularly outstanding programs within respondents' states is apparently not well known. More than 60 percent said either "don't know" or failed to answer. Twenty percent of the respondents did list secondary schools whose programs were seen as outstanding.

The secondary schools whose programs in motorcycle safety education were considered as outstanding are:

Secondary Schools	States
-- Ellensburg	Washington
-- Hurst, Ulyses, Bedford	Texas
-- Ardmore	Oklahoma
-- Bartlesville Junior High	Oklahoma
-- Jacksonville	Florida
-- Brookfield	Connecticut
-- Alhambra City High School District	California
-- Orange Unified School District	California
-- San Diego Unified School District	California
-- Long Beach Unified School District	California
-- San Juan Unified School District	California

Secondary Schools	States
-- San Gabriel Unified School District	California
-- Williamsville	New York
-- Granville	New York
-- Warrensburg R-VI Schools	Missouri
-- St. Paul Public Schools	Minnesota
-- Mankato	Minnesota
-- St. Cloud	Minnesota
-- Rochester	Minnesota
-- Shawnee Mission West	Kansas
-- Revis	Illinois

15. Industry Support: About one-half of the reporting colleges and universities indicated that the motorcycle industry made available (or has offered to make available), without charge to school systems, vehicles for use by students.

16. Motorcycle Foundation Services: Greatest need for services is in the areas of instructional materials, teacher preparation, curriculum guidelines, and information on the legal aspects of operation. A complete tabulation follows:

	Colleges	Percent
-- Curriculum guidelines	99	87.6
-- Instructional materials	105	92.9
-- Textbooks	83	73.5
-- Techinical information	81	71.7
-- Information on the legal aspects of operation	88	77.9

	Colleges	Percent
-- Funding of instructional programs	84	74.3
-- Teacher preparation	100	88.5
-- Training facilities	78	69.0
-- Accident investigation and reporting	58	51.3
-- Acceptability of motorcycle education in the schools	75	66.4
-- Other	16	14.2
-- No response	9	7.4

Under "other" the following suggestions were offered:

-- Consultants for teacher preparation

-- Obtaining vehicles for school use

-- Assistance in setting up a workshop for teachers

-- "Getting our State Department off its behind!!"

-- Methods of teaching motorcycle safety

-- Financial assistance for starting a program.

17. Future: In connection with the future of motorcycle safety education instruction in the schools during the next five years, 106 of the 122 colleges and universities responded. A summary of the resultant data follows:

POSITIVE

-- Motorcycle education will be as important to youth in five years as the automobile is today.

-- Teacher preparation will become more important and will receive greater emphasis.

-- School curriculums in safety education will provide for motorcycle safety.

-- Trend is in the direction of increased attention. Will grow.

-- Greater emphasis will be placed on integration within driver education programs.

-- Will become a recognized part of driver education course within five years.

-- Current interest indicates a tremendous growth in the future.

-- Availability of qualified teachers will result in more programs. Greater demand for qualified teachers expected.

-- State departments will assume greater leadership.

-- More and more acceptability in schools. Rapid expansion expected. Substantial increase in programs. Demands for instruction will outrun the availability of qualified teachers.

-- An anticipated increase in number of students in college motorcycle safety education courses.

NEGATIVE

-- Little progress anticipated in motorcycle safety education until driver education programs recover from the current challenge as to value and cost. This may not come within five years.

-- Dim outlook because of tight budgets. Not much change expected.

-- Not a great deal of advancement due to public apathy and lack of understanding.

-- Very little change is expected due to overcrowded curriculum and low funding. Minor role is seen for motorcycle safety education.